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EXAMINER

TRUONG, LAN DAI T

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PAPER

Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

Office Action Summary	Application No. 10/006,246	Applicant(s) NII ET AL.	
	Examiner LAN-DAI Thi TRUONG	Art Unit 2452	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 03 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) ☒ Responsive to communication(s) filed on 14 September 2009.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 4) ☒ Claim(s) 1-14, 16-18, 20-26 and 29-35 is/are pending in the application.
- 4a) Of the above claim(s) _____ is/are withdrawn from consideration.
- 5) ☐ Claim(s) _____ is/are allowed.
- 6) ☒ Claim(s) 1-14, 16-18, 20-26 and 29-35 is/are rejected.
- 7) ☐ Claim(s) _____ is/are objected to.
- 8) ☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☐ The drawing(s) filed on _____ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some * c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
 2. ☐ Certified copies of the priority documents have been received in Application No. _____.
 3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- | | |
|--|---|
| 1) <input checked="" type="checkbox"/> Notice of References Cited (PTO-892) | 4) <input type="checkbox"/> Interview Summary (PTO-413)
Paper No(s)/Mail Date. _____ |
| 2) <input type="checkbox"/> Notice of Draftperson's Patent Drawing Review (PTO-948) | 5) <input type="checkbox"/> Notice of Informal Patent Application |
| 3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO/SB/08)
Paper No(s)/Mail Date _____ | 6) <input type="checkbox"/> Other: _____ |

DETAILED ACTION

1. A request for continued examination under 37 CFR 1.114, including the fee set forth in 37 CFR 1.17(e), was filed in this application after final rejection. Since this application is eligible for continued examination under 37 CFR 1.114, and the fee set forth in 37 CFR 1.17(e) has been timely paid, the finality of the previous Office action has been withdrawn pursuant to 37 CFR 1.114. Applicant's submission filed on 09/14/2009 has been entered.

Response to arguments

2. This action is response to communications: application, filed on 12/10/2001; amendment filed on 09/14/2009. Claims 1-14, 16-18, 20-26 and 29-35 are pending; claims 15, 19 and 27-28 are canceled; claims 1-2, 10, 12, 13, 16-18 and 31-35 are amended.

3. The applicant's arguments filed on 09/14/2009 have fully considered but they are moot in view with new ground for rejections.

4. In response to cancellations for claims 19 and 27, the previous rejection under U.S.C. 112, first paragraph is withdrawn.

5. In response to cancellations for claims 19 and 27, the previous objection to the drawing is withdrawn.

6. the drawings (figure 11 & figure 13) submitted on 10/27/2008 are entered.

7. the amendment to the specification submitted on 10/27/2008 is entered.

8. In regard to the newly amended limitations to claims 1-2, 10, 12-13, 16-18 and 31-35 the examiner has provided further citations from the cited reference Ritter et al. (U.S.

Art Unit: 2452

2002/0094829) to show the teachings of the newly amended features (see rejection below for details).

Claim rejections-35 USC § 101

1. Claim 16 is rejected under 35 USC § 101 are rejected under 35 USC § 101 as direct to program per se. Applicant fails to provide Functional Descriptive Material (Computer program) in combination with an appropriate computer readable medium which permits Functional Descriptive Material to be realized with the computer. For this instance, Applicant fails to provide "information communication program" in combination with an appropriate computer readable medium so that the information communication program's functionality can be realized as a computer component. Therefore "information communication program" is considered as program per se and hence non-statutory, see (MPEP Rule 2106.01[R6]).

Claim rejections-35 USC § 103

The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

Claims 1-5, 7-10, 16-17, 23-24 and 31-32 are rejected under 35 U.S.C 103(a) as being un-patentable over Schr (U.S. 6,609,658) in view of Ritter et al. (U.S. 2002/0094829).

Regarding claim 1:

Schr discloses the invention substantially as claimed, including an inside-vehicle information communication method by which a passenger of a vehicle utilizes a portable display device to access an information service inside the vehicle, the method comprising:

causing an information server, provided in the vehicle, to output a request for electronic ticket information to the portable display device possessed by the passenger of the vehicle, upon receipt of a request for connection from the portable device: (the access control module placed on the transportation carrier (e.g. bus /or other public transportation vehicle) sends out a request for the card-based ticket information (e.g. passenger's biometrics characteristics, finger-prints, voice imprints) stored in passenger's portable computerized card. The card-base ticket information is used as the passenger's identity: Schr, figure 2, items 21; column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21; column 7, lines 48-51; column 8, lines 1-25, 62-67; column 2, lines 28-29; column 3, lines 1-5, 60-65; column 6, lines 19-42; column 5, lines 47-52; column 7, lines 1-5; column 10, lines 4-9).

causing the information server to receive the electronic ticket information, outputted from the portable display device upon receipt of the request for the electronic ticket information: (the access control module receives card-based ticket information retrieved from passenger's portable computerized card, and compares the received card-based ticket information with stored

Art Unit: 2452

passenger's card-based ticket information to determine access authorizations for passengers:

Schr, column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21).

causing server confirms, based on received electronic ticket information, whether the passenger has right to use the vehicle: (Schr discloses that confirmation messages/ or alert messages are sent to passengers: column 19, lines 38-67; column 18, lines 4-14; column 35, lines 29-33; column 36, lines 25-41).

However, Schr does not explicitly disclose causing the information server to provide first information to the portable display device in response to an information request received from the portable device if the information server receives electronic ticket information from the portable display device and confirms that the passenger has the right to use the vehicle.

In analogous art, Ritter discloses inside-vehicle transportable system comprises communicative connection between personal terminals (e.g. portable radio receiver, mobile phone, palmtop or laptop...etc) and data processing unit (see Ritter, [0029]; [0031]; [0033]-0035]). Passengers have the personal terminals, each of terminals contains an identification module in which user-specific data (e.g. identification parameters, such as, names, user numbers) are stored (see Ritter, [0029]; [0031]; [0033]). When the passenger is authorized for using the vehicle (see Ritter, [0035]; [0038]), such as, when the passenger is seated on his desired seat, the data is provided to the passenger's personal terminal could include tourist information, advertising, music, entertainment programs...etc. (see Ritter, [0037]-[0039]; [0041]) (where, "user identification parameters, such as, names, user numbers" reads on 'electronic ticket information' as claimed; "personal terminal" reads on 'portable display device' as claimed;

Art Unit: 2452

“tourist information, advertising, music, entertainment programs...etc.” reads on ‘provide information’ as claimed).

causing information server to provide different, second information to the portable display device if the information server receives no electronic ticket information from the portable device: (if the passenger is determined is not allowed to use the vehicle after her/his identification parameter transmitted to the data processing unit/ or when the passenger moves towards a seat that is not allowed to him, then the passenger will receive acoustic/optical warning signals such as, ‘reserved’/ or ‘reserved and occupied’ which is could appeared on his personal terminal: Ritter, [0033]-[0034], [0037]) (where, “acoustic/optical warning signals” reads on ‘second information’ as claimed).

allow the display device to access information service provided by the information server in the vehicle: (tourist information, advertising, music, entertainment programs, seat number...etc will be displayed into the personal terminal: [0033]-[0034], [0037]; [0039]).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Ritter’s ideas of employing telecommunication system into publish transportation vehicle with Schr’s system in order to increase conveniences for vehicle passengers, see (Ritter: [0007]).

Regarding claim 2:

Schr discloses the invention substantially as claimed, including an inside-vehicle information communication method by which a passenger of a vehicle utilizes a portable display device to access an information service inside the vehicle, the method comprising:

causing an information server, provided in the vehicle, to output a request for electronic ticket information to the portable display device possessed by the passenger of the vehicle, upon receipt of a request for connection from the portable device: (the access control module placed on the transportation carrier (e.g. bus /or other public transportation vehicle) sends out a request for the card-based ticket information (e.g. passenger's biometrics characteristics, finger-prints, voice imprints) stored in passenger's portable computerized card. The card-base ticket information is used as the passenger's identity: Schr, figure 2, items 21; column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21; column 7, lines 48-51; column 8, lines 1-25, 62-67; column 2, lines 28-29; column 3, lines 1-5, 60-65; column 6, lines 19-42; column 5, lines 47-52; column 7, lines 1-5; column 10, lines 4-9).

causing the information server to receive the electronic ticket information, outputted from the portable display device upon receipt of the request for the electronic ticket information: (the access control module receives card-based ticket information retrieved from passenger's portable computerized card, and compares the received card-based ticket information with stored passenger's card-based ticket information to determine access authorizations for passengers: Schr, column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21).

causing server confirms, based on received electronic ticket information, whether the passenger has right to use the vehicle: (Schr discloses that confirmation messages/ or alert messages are sent to passengers: column 19, lines 38-67; column 18, lines 4-14; column 35, lines 29-33; column 36, lines 25-41).

causing the information server to output request for private information, used to specify the portable display devices: (in Schr's system, the access control module sends out request for

Art Unit: 2452

the card-based ticket information (e.g. passenger's biometrics characteristics, finger-prints, voice imprints) those stored in passenger's portable computerized card to verify the passenger's identity in order to determine if the passenger's portable computerized card is authorized to used at certain times and particular locations: column 33, lines 51-67; column 34, lines 14-40; column 23, lines 45-67; column 24, lines 22-51; column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21; column 7, lines 48-51).

causing the information server to receive the private information output from the portable display device upon receipt of the request for the private information: (in Schr's system, the travel center receives card-based ticket information retrieved from passenger's portable computerized card through the control module, compares the received card-based ticket information with stored passenger's card-based ticket information to determine authorizations for passengers: column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21).

causing the information server to specify the portable devices in accordance with the private information: (as similar to the rejection disclosed above, stored in passenger's portable computerized card is read to verify the passenger's identity in order to determine if the passenger's portable computerized card is authorized to used at certain times and particular locations: in Schr's: column 33, lines 51-67; column 34, lines 14-40; column 23, lines 45-67; column 24, lines 22-51; column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21; column 7, lines 48-51).

the display device that access the information services: (in Ritter's system, the vehicle passengers who authorized for using the vehicle can access information and/or services stored in vehicle data processing mean including bookings information and/or tourist information and/or

Art Unit: 2452

advertisement information and/or music and/or entertainment programs through his/her portable display terminal: [0039]-[0041]).

However, Schr does not explicitly disclose causing the information server to provide first information to the portable display device in response to an information request received from the portable device if the information server receives electronic ticket information from the portable display device and confirms that the passenger has the right to use the vehicle.

In analogous art, Ritter discloses inside-vehicle transportable system comprises communicative connection between personal terminals (e.g. portable radio receiver, mobile phone, palmtop or laptop...etc) and data processing unit (see Ritter, [0029]; [0031]; [0033]-0035]). Passengers have the personal terminals, each of terminals contains an identification module in which user-specific data (e.g. identification parameters, such as, names, user numbers) are stored (see Ritter, [0029]; [0031]; [0033]). When the passenger is authorized for using the vehicle (see Ritter, [0035]; [0038]), such as, when the passenger is seated on his desired seat, the data is provided to the passenger's personal terminal could include tourist information, advertising, music, entertainment programs...etc. (see Ritter, [0037]-[0039]; [0041]) (where, “user identification parameters, such as, names, user numbers” reads on ‘electronic ticket information’ as claimed; “personal terminal” reads on ‘portable display device’ as claimed; “tourist information, advertising, music, entertainment programs...etc.” reads on ‘provide information’ as claimed).

causing information server to provide different, second information to the portable display device if the information server receives no electronic ticket information from the portable device: (if the passenger is determined is not allowed to use the vehicle after her/his

Art Unit: 2452

identification parameter transmitted to the data processing unit/ or when the passenger moves towards a seat that is not allowed to him, then the passenger will receive acoustic/optical warning signals such as, 'reserved'/ or 'reserved and occupied' which is could appeared on his personal terminal: Ritter, [0033]-[0034], [0037]) (where, "acoustic/optical warning signals" reads on 'second information' as claimed).

allow the display device to access information service provided by the information server in the vehicle: (tourist information, advertising, music, entertainment programs, seat number...etc will be displayed into the personal terminal: [0033]-[0034], [0037]; [0039]).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Ritter's ideas of employing telecommunication system into publish transportation vehicle with Schr's system in order to increase conveniences for vehicle passengers, see (Ritter: [0007]).

Regarding claim 3:

Schr- Ritter discloses method as discuss in claim 2, which further includes causing the information server to specify individual information, which is to be given to each of the portable display devices allowed to be connected to the information server, in accordance with electronic ticket information received from the portable display devices and transportation information concerning transportation of the vehicle that is stored in the information server: (Ritter discloses inside-vehicle transportable system comprises communicative connection between personal terminals (e.g. portable radio receiver, mobile phone, palmtop or laptop...etc) and data processing unit (see Ritter, [0029]; [0031]; [0033]-0035)). Passengers have the personal terminals, each of terminals contains an identification module in which user-specific data (e.g.

Art Unit: 2452

identification parameters, such as, names, user numbers) are stored (see Ritter, [0029]; [0031]; [0033]). When the passenger is determined as authorized user for using the vehicle (see Ritter, [0035]; [0038]) by sparing the passenger's identification parameters with stored bookings, the data is provided to the passenger's personal terminal could include tourist information, advertising, music, entertainment programs...etc.: Ritter, [0037]-[0039]; [0041]).

Regarding claim 4:

Schr- Ritter discloses method as discuss in claim 3, which further includes causing the information server to transmit the specified individual information to the portable display devices, in accordance with the respective private information for the portable display devices: (the data is provided to the passenger's personal terminal (e.g. seat number): Ritter, [0037]-[0039]; [0041]).

Regarding claim 5:

Schr- Ritter discloses method as discuss in claim 3, which further includes the information server to specify a time and/or geographic range, in which the information can be used with respect to each of the portable display devices allowed to be connected to the information server, in accordance with the electronic ticket information received for the portable: (Schr: if the electronic ticket stored in the card contains a valid seat assignment with the correct time, data and location, then the control module could operate to open the door for the authenticated passenger: column 12, lines 12-20, 50-55).

Perform specific process with respect to one or more of the portable display devices allowed to be connected to the information server when the one or more portable display devices are to be outside the time/ and geographic range in which the information server can be used:

Art Unit: 2452

(otherwise the control module could not operate to open the door for unauthorized passenger:

Schr: column 12, lines 12-20, 50-55; column 23, lines 45-55).

Regarding claim 9:

Schr- Ritter discloses method as discuss in claim 3, which further includes causing the information server to store information concerning a present time and/or a present position: (if the electronic ticket stored in the card contains a valid seat assignment with the correct time, data and location, then the control module could operate to open the door for the authenticated passenger: column 12, lines 12-20, 50-55).

causing the information server to calculate a deviation which occurs in a transport time and/or a transport position of the vehicle, in accordance with the transportation information and the present time and/or the present position; and causing the information server to rectify the transportation information in accordance with the deviation: (otherwise the control module could not operate to open the door for unauthorized passenger: Schr: column 12, lines 12-20, 50-55; column 23, lines 45-55).

Regarding claim 7:

Schr- Ritter discloses method as discuss in claim 3, which further includes causing the information server to specify a time and/or geographical range in which users can use the vehicle, in accordance with the electronic ticket information received from the portable display devices allowed to be connected to the information server: (if the electronic ticket stored in the card contains a valid seat assignment with the correct time, data and location, then the control module could operate to open the door for the authenticated passenger: Schr: column 12, lines 12-20, 50-55).

causing the information server to inform the portable display devices allowed to be connected to the information server that the time and/or geographical range is over, when these portable display devices are to be outside the time and/or geographical range in which the vehicle can be used: (otherwise the control module could not operate to open the door for unauthorized passenger: Schr: column 12, lines 12-20, 50-55; column 23, lines 45-55).

Regarding claim 8:

Schr- Ritter discloses method as discuss in claim 2, which further includes performed an electronic settlement: (Schr: column 8, lines 1-67).

Regarding claim 10:

Schr discloses the invention substantially as claimed, including an inside-vehicle information communication apparatus which is provided in a public transport vehicle whereby a passenger in the vehicle utilizes a portable display device to access an information service available inside the vehicle, the apparatus comprising:

a communication section for transmitting information to and receiving information from the portable display device processed by the passenger of the vehicle: (the access control module receives card-based ticket information retrieved from passenger's portable computerized card, and compares the received card-based ticket information with stored passenger's card-based ticket information to determine access authorizations for passengers. If the passenger is authorized to used the vehicle, then confirmation message is sent to the passenger: Schr, column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21; column 19, lines 38-67; column 18, lines 4-14; column 35, lines 29-33; column 36, lines 25-41) (where, "the access control module" reads on 'a communication section' as claimed).

Art Unit: 2452

managing section (a) for outputting a request for electronic ticket information to the portable display device processed by the passenger, upon receipt of a request for connection from the portable display device: (the access control module placed on the transportation carrier (e.g. bus /or other public transportation vehicle) sends out a request for the card-based ticket information (e.g. passenger's biometrics characteristics, finger-prints, voice imprints) stored in passenger's portable computerized card. The card-base ticket information is used as the passenger's identity: Schr, figure 2, items 21; column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21; column 7, lines 48-51; column 8, lines 1-25, 62-67; column 2, lines 28-29; column 3, lines 1-5, 60-65; column 6, lines 19-42; column 5, lines 47-52; column 7, lines 1-5; column 10, lines 4-9).

(b) for receiving electronic ticket information via a communication section: (the access control module receives card-based ticket information retrieved from passenger's portable computerized card, and compares the received card-based ticket information with stored passenger's card-based ticket information to determine access authorizations for passengers: Schr, column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21) (where, "the access control module" reads on 'a communication section' as claimed).

(d) for confirming, based on received electronic ticket information, whether the passenger has a right to use the vehicle: (Schr discloses that confirmation messages/ or alert messages are sent to passengers: column 19, lines 38-67; column 18, lines 4-14; column 35, lines 29-33; column 36, lines 25-41).

However, Schr does not explicitly disclose allowing a portable display device processed by the passenger to access information services provided by the inside-vehicle information

Art Unit: 2452

communication apparatus if a managing section confirms that the passenger has the right to use the vehicle.

In analogous art, Ritter discloses inside-vehicle transportable system comprises communicative connection between personal terminals (e.g. portable radio receiver, mobile phone, palmtop or laptop...etc) and data processing unit (see Ritter, [0029]; [0031]; [0033]-[0035]). Passengers have the personal terminals, each of terminals contains an identification module in which user-specific data (e.g. identification parameters, such as, names, user numbers) are stored (see Ritter, [0029]; [0031]; [0033]). When the passenger is authorized for using the vehicle (see Ritter, [0035]; [0038]), such as, when the passenger is seated on his desired seat, the data is provided to the passenger's personal terminal could include tourist information, advertising, music, entertainment programs...etc. (see Ritter, [0037]-[0039]; [0041]) (where, “user identification parameters, such as, names, user numbers” reads on ‘electronic ticket information’ as claimed; “personal terminal” reads on ‘portable display device’ as claimed; “tourist information, advertising, music, entertainment programs...etc.” reads on ‘provide information’ as claimed).

for providing first information to the portable display device in response to an information request received from the portable device if a managing section receives electronic ticket information from the portable display device and confirms that the passenger has the right to use the vehicle: (when the passenger is authorized for using the vehicle (see Ritter, [0035]; [0038]), such as, when the passenger is seated on his desired seat, the data is provided to the passenger's personal terminal could include tourist information, advertising, music, entertainment programs...etc. (see Ritter, [0037]-[0039]; [0041]) (where, “user identification

Art Unit: 2452

parameters, such as, names, user numbers” reads on ‘electronic ticket information’ as claimed; “personal terminal” reads on ‘portable display device’ as claimed; “tourist information, advertising, music, entertainment programs...etc.” reads on ‘provide information’ as claimed).

for providing different, second information to the portable display device if the information server receives no electronic ticket information from the portable device: (if the passenger is determined is not allowed to use the vehicle after her/his identification parameter transmitted to the data processing unit/ or when the passenger moves towards a seat that is not allowed to him, then the passenger will receive acoustic/optical warning signals such as, ‘reserved’/ or ‘reserved and occupied’ which is could appeared on his personal terminal: Ritter, [0033]-[0034], [0037]) (where, “acoustic/optical warning signals” reads on ‘second information’ as claimed).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Ritter’s ideas of employing telecommunication system into publish transportation vehicle with Schr’s system in order to increase conveniences for vehicle passengers, see (Ritter: [0007]).

Regarding claim 16:

Schr discloses the invention substantially as claimed, including an inside-vehicle information communication program, wherein an information server, provided in a public transport vehicle, is made to execute an inside-vehicle information communication method by which a passenger of a vehicle utilizes a portable display device to access an information service inside the vehicle, the method comprising:

causing an information server, provided in the vehicle, to output a request for electronic ticket information to the portable display device possessed by the passenger of the vehicle, upon receipt of a request for connection from the portable device: (the access control module placed on the transportation carrier (e.g. bus /or other public transportation vehicle) sends out a request for the card-based ticket information (e.g. passenger's biometrics characteristics, finger-prints, voice imprints) stored in passenger's portable computerized card. The card-base ticket information is used as the passenger's identity: Schr, figure 2, items 21; column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21; column 7, lines 48-51; column 8, lines 1-25, 62-67; column 2, lines 28-29; column 3, lines 1-5, 60-65; column 6, lines 19-42; column 5, lines 47-52; column 7, lines 1-5; column 10, lines 4-9).

causing the information server to receive the electronic ticket information, outputted from the portable display device upon receipt of the request for the electronic ticket information: (the access control module receives card-based ticket information retrieved from passenger's portable computerized card, and compares the received card-based ticket information with stored passenger's card-based ticket information to determine access authorizations for passengers: Schr, column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21).

causing server confirms, based on received electronic ticket information, whether the passenger has right to use the vehicle: (Schr discloses that confirmation messages/ or alert messages are sent to passengers: column 19, lines 38-67; column 18, lines 4-14; column 35, lines 29-33; column 36, lines 25-41).

However, Schr does not explicitly disclose causing the information server to provide first information to the portable display device in response to an information request received from

Art Unit: 2452

the portable device if the information server receives electronic ticket information from the portable display device and confirms that the passenger has the right to use the vehicle.

In analogous art, Ritter discloses inside-vehicle transportable system comprises communicative connection between personal terminals (e.g. portable radio receiver, mobile phone, palmtop or laptop...etc) and data processing unit (see Ritter, [0029]; [0031]; [0033]-[0035]). Passengers have the personal terminals, each of terminals contains an identification module in which user-specific data (e.g. identification parameters, such as, names, user numbers) are stored (see Ritter, [0029]; [0031]; [0033]). When the passenger is authorized for using the vehicle (see Ritter, [0035]; [0038]), such as, when the passenger is seated on his desired seat, the data is provided to the passenger's personal terminal could include tourist information, advertising, music, entertainment programs...etc. (see Ritter, [0037]-[0039]; [0041]) (where, "user identification parameters, such as, names, user numbers" reads on 'electronic ticket information' as claimed; "personal terminal" reads on 'portable display device' as claimed; "tourist information, advertising, music, entertainment programs...etc." reads on 'provide information' as claimed).

causing information server to provide different, second information to the portable display device if the information server receives no electronic ticket information from the portable device: (if the passenger is determined is not allowed to use the vehicle after her/his identification parameter transmitted to the data processing unit/ or when the passenger moves towards a seat that is not allowed to him, then the passenger will receive acoustic/optical warning signals such as, 'reserved'/ or 'reserved and occupied' which is could appeared on his personal

Art Unit: 2452

terminal: Ritter, [0033]-[0034], [0037]) (where, “acoustic/optical warning signals” reads on ‘second information’ as claimed).

allow the display device to access information service provided by the information server in the vehicle: (tourist information, advertising, music, entertainment programs, seat number...etc will be displayed into the personal terminal: [0033]-[0034], [0037]; [0039]).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Ritter’s ideas of employing telecommunication system into publish transportation vehicle with Schr’s system in order to increase conveniences for vehicle passengers, see (Ritter: [0007]).

Regarding claim 17:

Schr discloses the invention substantially as claimed, including a recording medium, which stores an inside-vehicle information communication program, wherein an information server, provided in a public transport vehicle, is made to execute an inside-vehicle information method by which a passenger of a vehicle utilizes a portable display device to access an information service inside the vehicle, the method comprising:

causing an information server, provided in the vehicle, to output a request for electronic ticket information to the portable display device possessed by the passenger of the vehicle, upon receipt of a request for connection from the portable device: (the access control module placed on the transportation carrier (e.g. bus /or other public transportation vehicle) sends out a request for the card-based ticket information (e.g. passenger’s biometrics characteristics, finger-prints, voice imprints) stored in passenger’s portable computerized card. The card-base ticket information is used as the passenger’s identity: Schr, figure 2, items 21; column 11, lines 15-21,

Art Unit: 2452

65-67; column 12, lines 1-12; column 13, lines 15-21; column 7, lines 48-51; column 8, lines 1-25, 62-67; column 2, lines 28-29; column 3, lines 1-5, 60-65; column 6, lines 19-42; column 5, lines 47-52; column 7, lines 1-5; column 10, lines 4-9).

causing the information server to receive the electronic ticket information, outputted from the portable display device upon receipt of the request for the electronic ticket information: (the access control module receives card-based ticket information retrieved from passenger's portable computerized card, and compares the received card-based ticket information with stored passenger's card-based ticket information to determine access authorizations for passengers: Schr, column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21).

causing server confirms, based on received electronic ticket information, whether the passenger has right to use the vehicle: (Schr discloses that confirmation messages/ or alert messages are sent to passengers: column 19, lines 38-67; column 18, lines 4-14; column 35, lines 29-33; column 36, lines 25-41).

However, Schr does not explicitly disclose causing the information server to provide first information to the portable display device in response to an information request received from the portable device if the information server receives electronic ticket information from the portable display device and confirms that the passenger has the right to use the vehicle.

In analogous art, Ritter discloses inside-vehicle transportable system comprises communicative connection between personal terminals (e.g. portable radio receiver, mobile phone, palmtop or laptop...etc) and data processing unit (see Ritter, [0029]; [0031]; [0033]-0035]). Passengers have the personal terminals, each of terminals contains an identification module in which user-specific data (e.g. identification parameters, such as, names, user numbers)

Art Unit: 2452

are stored (see Ritter, [0029]; [0031]; [0033]). When the passenger is authorized for using the vehicle (see Ritter, [0035]; [0038]), such as, when the passenger is seated on his desired seat, the data is provided to the passenger's personal terminal could include tourist information, advertising, music, entertainment programs...etc. (see Ritter, [0037]-[0039]; [0041]) (where, “user identification parameters, such as, names, user numbers” reads on ‘electronic ticket information’ as claimed; “personal terminal” reads on ‘portable display device’ as claimed; “tourist information, advertising, music, entertainment programs...etc.” reads on ‘provide information’ as claimed).

causing information server to provide different, second information to the portable display device if the information server receives no electronic ticket information from the portable device: (if the passenger is determined is not allowed to use the vehicle after her/his identification parameter transmitted to the data processing unit/ or when the passenger moves towards a seat that is not allowed to him, then the passenger will receive acoustic/optical warning signals such as, ‘reserved’/ or ‘reserved and occupied’ which is could appeared on his personal terminal: Ritter, [0033]-[0034], [0037]) (where, “acoustic/optical warning signals” reads on ‘second information’ as claimed).

allow the display device to access information service provided by the information server in the vehicle: (tourist information, advertising, music, entertainment programs, seat number...etc will be displayed into the personal terminal: [0033]-[0034], [0037]; [0039]).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Ritter’s ideas of employing telecommunication system into

Art Unit: 2452

publish transportation vehicle with Schr's system in order to increase conveniences for vehicle passengers, see (Ritter: [0007]).

Regarding claim 31:

Schr discloses the invention substantially as claimed, including a vehicle-provide communication network system by which a passenger in a public transport vehicle utilizes an information display terminal to access an information service available inside the vehicle, the system comprising an information server, the information server including:

a first checking means for checking a using condition, received from an information display terminal with the using condition stored in the memory section: (in Schr's system, the passenger station is capable to receives passenger's identify retrieved from the passenger's card and compares with list of authorized passengers stored in access control modules to determine authentication for passenger to receive transportation use rights/ services: column 11, lines 6-67; column 12, lines 1-67)

the first checking means judges that the both using condition are identical: (in Schr's system, passenger's identity stored in passenger card must be identical with passenger's identity stored at the access control modules: column 13, lines 7-40)

However, Schr does not explicitly disclose a communication section for performing communication with an information display terminal in a vehicle.

In analogous art, Ritter discloses public transportable system, wherein vehicle passengers who authorized for using the vehicle can access information/ services stored in vehicle

Art Unit: 2452

information server including booking information/tourist information/advertisement information/music/ entertainment programs through his/her portable display terminal: [0039]-[0041]).

memory section for storing a using condition to use the system: (Ritter discloses communications between data processing central includes a record for reading a list of authorizations (e.g. passenger bookings, blocked identification modules) those used as vehicle conditions in order to determining access authentications for passengers, see ([0035]-[0038])).

controlling section enables the information display terminal to access information service provided by the information server: (booking information/tourist information/advertisement information/ music/ entertainment programs disclosed through his/her portable display terminal: Ritter, [0039]-[0041])).

the information server to provide first information to the portable display device in response to an information request received from the information display terminal if the communication controlling section judges that both using conditions are identical to each other: (Ritter discloses inside-vehicle transportable system comprises communicative connection between personal terminals (e.g. portable radio receiver, mobile phone, palmtop or laptop...etc) and data processing unit (see Ritter, [0029]; [0031]; [0033]-0035)). Passengers have the personal terminals, each of terminals contains an identification module in which user-specific data (e.g. identification parameters, such as, names, user numbers) are stored (see Ritter, [0029]; [0031]; [0033])). The passenger's identification parameters will be sent to the processing unit and spared with stored predetermining passenger bookings, when the passenger is authorized for using the vehicle the seat number will be disclosed into passenger's personal terminal (see Ritter, [0033]; [0035]; [0037]-[0038])). When the passenger is seated on his desired seat, the data is

Art Unit: 2452

provided to the passenger's personal terminal could include tourist information, advertising, music, entertainment programs...etc. (see Ritter, [0037]-[0039]; [0041]) (where, “user identification parameters, such as, names, user numbers” reads on ‘electronic ticket information’ as claimed; “personal terminal” reads on ‘portable display device’ as claimed; “tourist information, advertising, music, entertainment programs...etc.” reads on ‘provide information’ as claimed).

causing information server to provide different, second information to the information display terminal if the communication controlling section judges that both using conditions are not identical to each other: (if the passenger is determined is not allowed to use the vehicle after her/his identification parameter transmitted to the data processing unit/ or when the passenger moves towards a seat that is not allowed to him, then the passenger will receive acoustic/optical warning signals such as, ‘reserved’/ or ‘reserved and occupied’ which is could appeared on his personal terminal: Ritter, [0033]-[0034], [0037]) (where, “acoustic/optical warning signals” reads on ‘second information’ as claimed).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Ritter’s ideas of employing telecommunication system into publish transportation vehicle with Schr’s system in order to increase conveniences for vehicle passengers, see (Ritter: [0007]).

Regarding claim 32:

Schr discloses the invention substantially as claimed, including an inside-vehicle information communication method, wherein an information server, provided in a public transport vehicle, is made to execute an inside-vehicle information communication method by

Art Unit: 2452

which a passenger of a vehicle utilizes a portable display device to access an information service inside the vehicle, the method comprising:

causing the information server, provided in a vehicle, to receive the electronic ticket information, outputted from the portable display device, possessed by the passenger of the vehicle, which output a request for connection to the information server: (the access control module receives card-based ticket information retrieved from passenger's portable computerized card, and compares the received card-based ticket information with stored passenger's card-based ticket information to determine access authorizations for passengers: Schr, column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-21).

causing server confirms, based on received electronic ticket information, whether the passenger has right to use the vehicle: (Schr discloses that confirmation messages/ or alert messages are sent to passengers: column 19, lines 38-67; column 18, lines 4-14; column 35, lines 29-33; column 36, lines 25-41).

However, Schr does not explicitly disclose causing the information server to provide first information to the portable display device in response to an information request received from the portable device if the information server receives electronic ticket information from the portable display device and confirms that the passenger has the right to use the vehicle.

In analogous art, Ritter discloses inside-vehicle transportable system comprises communicative connection between personal terminals (e.g. portable radio receiver, mobile phone, palmtop or laptop...etc) and data processing unit (see Ritter, [0029]; [0031]; [0033]-0035]). Passengers have the personal terminals, each of terminals contains an identification module in which user-specific data (e.g. identification parameters, such as, names, user numbers)

are stored (see Ritter, [0029]; [0031]; [0033]). When the passenger is authorized for using the vehicle (see Ritter, [0035]; [0038]), such as, when the passenger is seated on his desired seat, the data is provided to the passenger's personal terminal could include tourist information, advertising, music, entertainment programs...etc. (see Ritter, [0037]-[0039]; [0041]) (where, “user identification parameters, such as, names, user numbers” reads on ‘electronic ticket information’ as claimed; “personal terminal” reads on ‘portable display device’ as claimed; “tourist information, advertising, music, entertainment programs...etc.” reads on ‘provide information’ as claimed).

causing information server to provide different, second information to the portable display device if the information server receives no electronic ticket information from the portable device: (if the passenger is determined is not allowed to use the vehicle after her/his identification parameter transmitted to the data processing unit/ or when the passenger moves towards a seat that is not allowed to him, then the passenger will receive acoustic/optical warning signals such as, ‘reserved’/ or ‘reserved and occupied’ which is could appeared on his personal terminal: Ritter, [0033]-[0034], [0037]) (where, “acoustic/optical warning signals” reads on ‘second information’ as claimed).

allow the display device to access information service provided by the information server in the vehicle: (tourist information, advertising, music, entertainment programs, seat number...etc will be displayed into the personal terminal: [0033]-[0034], [0037]; [0039]).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Ritter’s ideas of employing telecommunication system into

Art Unit: 2452

publish transportation vehicle with Schr's system in order to increase conveniences for vehicle passengers, see (Ritter: [0007]).

Regarding claim 23:

Schr discloses the invention substantially as claimed, including an information recording medium issuing apparatus which issues a first information recording medium storing and suing condition to use a vehicle-provide communication network system in which information communication is performed in a vehicle between an information server and an information display terminal, both located in the vehicle, and sets a first using condition to use the vehicle-provided communication network system and a second using condition to use the vehicle in advance, the information recoding medium issuing apparatus comprising:

a third reading sections for reading a third using condition from a second information recording medium in which the third using condition to use the vehicle is stored: (card-based ticket information is read from passenger's portable computerized card. As one of ordinary skill in the art knows, reading sections should included in the passenger's portable computerized card to process retrieving stored card-based ticket information from the passenger's portable computerized card: Schr's: column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-2 8).

a second reading section for reading the second using condition that has been set: (in Schr's system, passenger's identity stored at the access control modules also being retrieved. As one of ordinary skill in the art knows, reading section should be included in the access control modules: column 11, lines 7-37; column 13, lines 7-40).

a checking section for checking the second using condition, read by the second reading section, with the third using condition, read by the third reading section, read by the third reading section: (in Schr's system, the passenger station is capable to receives passenger's identify retrieved from the passenger's card and compares with list of authorized passengers to determine authentication for passenger to receive transportation use rights/ services: column 11, lines 6-67; column 12, lines 1-67).

the checking section judges that the both the first and second using condition are identical: (in Schr's system, passenger's identity stored in passenger card must be identical with passenger's identity stored at the entrance biometrics modules: column 13, lines 7-40).

However Schr does not explicitly disclose a first reading section for reading the first using condition that has been set; and recording for recording the first using condition in the first information recording medium, wherein said recording section records the first using condition in the first information recording medium

In analogous art, Ritter discloses communications between data processing central includes a record for reading of list of authorizations (e.g. passenger bookings, blocked identification modules) those used as vehicle conditions in order to determining access authentications for passengers, see ([0035]-[0038]).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Ritter's ideas of employing telecommunication system into publish transportation vehicle with Schr's system in order to increase conveniences for vehicle passengers, see (Ritter: [0007]).

Regarding claim 24:

Schr discloses the invention substantially as claimed, including an information recording medium issuing apparatus which issues a first information recording medium storing and suing condition to use a vehicle-provide communication network system in which information communication is performed in a vehicle between an information server and an information display terminal, both located in the vehicle, and sets a first using condition to use the vehicle-provided communication network system and a second using condition to use the vehicle in advance, the information recording issuing apparatus comprising:

an inputting section for inputting a third using condition to use the vehicle: (card-based ticket information is stored into from passenger's portable computerized card. As one of ordinary skill in the art knows, inputting sections should included in the passenger's portable computerized card to process inputting card-based ticket information into the passenger's portable computerized card: Schr's: column 11, lines 15-21, 65-67; column 12, lines 1-12; column 13, lines 15-28).

a second reading section for reading the second using condition that has been set: (in Schr's system, passenger's identity stored at the access control modules also being retrieved. As one of ordinary skill in the art knows, reading section should be included in the access control modules: column 11, lines 7-37; column 13, lines 7-40).

a checking section for checking the second using condition read by the second reading section with the third suing condition inputted by said inputting section: (in Schr's system, passenger's identity stored in passenger card must be identical with passenger's identity stored at the entrance biometrics modules: column 13, lines 7-40).

However Schr does not explicitly disclose a first reading section for reading the first using condition that has been set; and recording section for recording the first using condition, and a second using condition.

In analogous art, Ritter discloses communications between data processing central includes a record for reading a list of authorizations (e.g. passenger bookings, blocked identification modules) those used as vehicle conditions in order to determining access authentications for passengers, see ([0035]-[0038]).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Ritter's ideas of employing telecommunication system into publish transportation vehicle with Schr's system in order to increase conveniences for vehicle passengers, see (Ritter: [0007]).

Claims 12-14, 18, 20-22, 25-26, 29-30 and 33-35 are rejected under 35 U.S.C 103(a) as being un-patentable over Ritter et al. (U.S. 2002/0094829) in view of Schr (U.S. 6,609,658).

Regarding claim 12:

Ritter discloses the invention substantially as claimed, including an inside-vehicle information communication system by which a passenger of a public transport vehicle utilizes a portable display device to access an information service inside the vehicle, the system comprising:

an inside-vehicle information communication apparatus which is provided in the vehicle:
(the inside-vehicle data processing apparatus (2) provide inside-vehicle: Ritter, figure 2, item 2; [0037]; [0022]-[0028]).

portable display device processed by the passenger of the vehicle: (in Ritter's communication system for public transport vehicle, passengers carry portable terminals (e.g. portable phone, laptop...etc.) those store passenger's identifications: [0019]; [0029]; [0031]).

in side-vehicle information communication apparatus including: a communication section for transmitting information and receiving information from the portable display device: (contactless transceivers support for communications between in-side vehicle central information process system and passenger' portable terminals: Ritter, figure 2, items 21, 31).

managing section for (a) outputting a request for electronic ticket information from portable display device process by the passenger, upon receipt of a request for connection from the portable device: (data processing mean which handles passenger authentication processes, such as, receiving passengers identification information those outputted from passenger's portable display devices, and sparing with stored predetermine passenger bookings: Ritter, figure 2, item 2; [0021]-[0022]; [0033]; [0037]).

for receiving the electronic ticket information: (receiving passengers identification information those outputted from passenger's portable display devices, and sparing with stored predetermine passenger bookings: Ritter, figure 2, item 2; [0021]-[0022]; [0033]; [0037]).

for allowing the portable display device to access information services provided by the inside-vehicle information communication apparatus in the vehicle if a managing section confirms that the passenger has the right to use the vehicle: (tourist information, advertising, music, entertainment programs, seat number...etc will be displayed into the personal terminal if the passenger is authorized to use the vehicle: Ritter, [0033]-[0034], [0037]; [0039]).

for providing first information to the portable display device in response to an information request received from the portable display device if the managing section receives electronic ticket information from the portable device and confirms that the passenger has right to use the vehicle: (when the passenger is authorized for using the vehicle (see Ritter, [0035]; [0038]), such as, when the passenger is seated on his desired seat, the data is provided to the passenger's personal terminal could include tourist information, advertising, music, entertainment programs...etc. (see Ritter, [0037]-[0039]; [0041]) (where, "user identification parameters, such as, names, user numbers" reads on 'electronic ticket information' as claimed; "personal terminal" reads on 'portable display device' as claimed; "tourist information, advertising, music, entertainment programs...etc." reads on 'provide information' as claimed).

for providing different, second information to the portable display device if the managing section receives no electronic ticket information from the portable display device: (if the passenger is determined is not allowed to use the vehicle after her/his identification parameter transmitted to the data processing unit/ or when the passenger moves towards a seat that is not allowed to him, then the passenger will receive acoustic/optical warning signals such as, 'reserved'/ or 'reserved and occupied' which is could appeared on his personal terminal: Ritter, [0033]-[0034], [0037]) (where, "acoustic/optical warning signals" reads on 'second information' as claimed).

the portable display device including: (a) a radio section for transmitting information and receiving information from the communication section of the inside-vehicle information communication apparatus: (passenger's portable display terminal may be in form of portable radio receiver: Ritter, figure 3, figure 2, item 4; [0031]; [0030]). (b) memory section for storing

Art Unit: 2452

the electronic ticket information and private information: (passenger' identifications are stored at identification mode (40): Ritter, figure 3, figure 2, item 4; [0031]; [0030]). (c) controlling section for controlling the radio section and the memory section: (It would have been obvious to one ordinary skill in the art to know, controlling section should included in Ritter's passenger portable display terminal (e.g. portable phone, laptop...etc): Ritter, figure 3, figure 2, item 4; [0031]; [0030]). (d) display: (the portable passenger's terminal also includes display (e.g. Liquid Crystal Display: [0039]; [0031]).

However, Ritter does not explicitly disclose confirming whether the passenger has a right to use the vehicle.

In analogous art, Schr discloses that confirmation message/ or alert message are sent to passengers, see (Schr, column 19, lines 38-67; column 18, lines 4-14; column 35, lines 29-33; column 36, lines 25-41).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Schr's ideas of sending confirmation message or alert message to passenger into Ritter system in order to increase conveniences for vehicle passengers (e.g. providing higher secure transportation system).

Regarding claim 33:

Ritter discloses the invention substantially as claimed, including an inside-vehicle information communication apparatus which is provided in a public transport vehicle whereby a passenger in the vehicle in the vehicle utilizes a portable display device to access an information service available inside the vehicle, the apparatus comprising:

communication section for transmitting information to and receiving information from the portable device processed by the passenger of the vehicle: (contactless transceivers support for communications between in-side vehicle central information process system and passenger' portable terminals: Ritter, figure 2, items 21, 31).

managing section for (a) receiving electronic ticket information, outputted from the portable display device which requests the inside-vehicle information apparatus to connect to the portable display device: (data processing mean (2) which handles passenger authentication processes, such as, receiving passengers identification information those outputted from passenger's portable display devices, and sparing with stored predetermine passenger bookings: figure 2, item 2; [0021]-[0022]; [0033]; [0037]; where "central data processing function (2)" read on managing section as claimed, "passengers identification information" is read on electronic ticket information as claimed).

allowing the portable display device to access information services provided by the inside-vehicle information communication apparatus: (in Ritter's system, the vehicle passengers who authorized for using the vehicle can access information and/or services stored in vehicle information server including booking information and/or tourist information and/or advertisement information and/or music and/or entertainment programs through his/her portable display terminal: [0039]-[0041]).

for providing first information to the portable display device in response to an information request received from the portable display device if the managing section receives electronic ticket information form the portable device and confirms that the passenger has right to use the vehicle: (when the passenger is authorized for using the vehicle (see Ritter, [0035];

Art Unit: 2452

[0038]), such as, when the passenger is seated on his desired seat, the data is provided to the passenger's personal terminal could include tourist information, advertising, music, entertainment programs...etc. (see Ritter, [0037]-[0039]; [0041]) (where, "user identification parameters, such as, names, user numbers" reads on 'electronic ticket information' as claimed; "personal terminal" reads on 'portable display device' as claimed; "tourist information, advertising, music, entertainment programs...etc." reads on 'provide information' as claimed).

for providing different, second information to the portable display device if the managing section receives no electronic ticket information from the portable display device: (if the passenger is determined is not allowed to use the vehicle after her/his identification parameter transmitted to the data processing unit/ or when the passenger moves towards a seat that is not allowed to him, then the passenger will receive acoustic/optical warning signals such as, 'reserved'/ or 'reserved and occupied' which is could appeared on his personal terminal: Ritter, [0033]-[0034], [0037]) (where, "acoustic/optical warning signals" reads on 'second information' as claimed).

However, Ritter does not explicitly disclose confirming, based on received electronic ticket information, whether the passenger has a right to use the vehicle.

In analogous art, Schr discloses that the access control module receives card-based ticket information retrieved from passenger's portable computerized card, and compares the received card-based ticket information with stored passenger's card-based ticket information to determine access authorizations for passengers. If the passenger is determined that authorized, then confirmation message is sent to the passenger: Schr, column 11, lines 15-21, 65-67; column 12,

Art Unit: 2452

lines 1-12; column 13, lines 15-21); column 19, lines 38-67; column 18, lines 4-14; column 35, lines 29-33; column 36, lines 25-41).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Schr's ideas of sending confirmation message or alert message to passenger into Ritter system in order to increase conveniences for vehicle passengers (e.g. providing higher secure transportation system).

Regarding claim 13:

Ritter discloses the invention substantially as claimed, including a side-vehicle information communication system by which a passenger of a public vehicle utilizes a portable display device to access an information service inside the vehicle, the system comprising:

a vehicle for carrying passengers: (Ritter: figure 1).

in side-vehicle information communication apparatus which is provided in the vehicle, the inside-vehicle information: (the inside-vehicle data processing apparatus (2): Ritter, figure 2, item 2), the inside-vehicle information communication apparatus including: (a) communication section for transmitting information to and receiving information from the portable display device processed by the passenger of the vehicle: (contactless transceivers support for communications between in-side vehicle central information process system and passenger' portable terminals: Ritter, figure 2, items 21, 31); (b) managing section for outputting a request for electronic ticket information to portable display device processed by the passenger, upon receipt of a request for connection outputted from the portable display device, for receiving the electronic ticket information via the communication section: (data processing mean which handles passenger authentication processes, such as, receiving passengers identification

Art Unit: 2452

information those outputted from passenger's portable display devices, and sparing with stored predetermine passenger bookings: Ritter, figure 2, item 2; [0021]-[0022]; [0033]; [0037]); (d) for allowing the portable display device to access information services provided by the inside-vehicle information communication apparatus if the managing section confirms that the passenger has the right to use the vehicle: (in Ritter's system, the vehicle passengers who authorized for using the vehicle can access information and/or services stored in vehicle information server including booking information and/or tourist information and/or advertisement information and/or music and/or entertainment programs through his/her portable display terminal: [0039]-[0041]).

for providing first information to the portable display device in response to an information request received from the portable display device if the managing section receives electronic ticket information from the portable device and confirms that the passenger has right to use the vehicle: (when the passenger is authorized for using the vehicle (see Ritter, [0035]; [0038]), such as, when the passenger is seated on his desired seat, the data is provided to the passenger's personal terminal could include tourist information, advertising, music, entertainment programs...etc. (see Ritter, [0037]-[0039]; [0041]) (where, "user identification parameters, such as, names, user numbers" reads on 'electronic ticket information' as claimed; "personal terminal" reads on 'portable display device' as claimed; "tourist information, advertising, music, entertainment programs...etc." reads on 'provide information' as claimed).

for providing different, second information to the portable display device if the managing section receives no electronic ticket information from the portable display device: (if the passenger is determined is not allowed to use the vehicle after her/his identification parameter

Art Unit: 2452

transmitted to the data processing unit/ or when the passenger moves towards a seat that is not allowed to him, then the passenger will receive acoustic/optical warning signals such as, 'reserved'/ or 'reserved and occupied' which is could appeared on his personal terminal: Ritter, [0033]-[0034], [0037]) (where, "acoustic/optical warning signals" reads on 'second information' as claimed).

However, Ritter does not explicitly disclose confirming whether the passenger has a right to use the vehicle.

In analogous art, Schr discloses that confirmation message/ or alert message are sent to passengers: column 19, lines 38-67; column 18, lines 4-14; column 35, lines 29-33; column 36, lines 25-41).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Schr's ideas of sending confirmation message or alert message to passenger into Ritter system in order to increase conveniences for vehicle passengers (e.g. providing higher secure transportation system).

Regarding claim 34:

Ritter discloses the invention substantially as claimed, including an in-vehicle information communication method for providing in-vehicle information communication capability to a passenger carrying onto a public transport vehicle a portable information display terminal in which electronic ticket information is stored: (in Ritter's communication system for public transport vehicle, passengers carry portable terminals (e.g. portable phone, laptop...etc.) those store passenger's identifications: [0019]; [0029]; [0031]), comprising:

receiving at an information server on vehicle the electronic ticket information of the portable information display device: (when passenger enters the vehicle with his portable terminal, his identification parameters stored in the identification module are collected by central data processing mean: [0029]; [0033]; [0035]).

determining at the information server, whether to allow the portable information display terminal to access information service provided by the information server in the vehicle: (in Ritter's system, the vehicle passengers who authorized for using the vehicle can access information/ services stored in vehicle information server including booking information/tourist information/advertisement information/ music/ entertainment programs through his/her portable display terminal: [0039]-[0041]).

if the information server allows the portable information display terminal to access the information services in the vehicle, sending notification information for notifying the passenger that the user's terminal is connected to the information server and can access the information service: (notification messages are sent to passengers after they are authorized to use the vehicle and found right seat (e.g. reserved/occupied). The booking information, music, entertainment information also are displayed through user's portable terminal: Ritter, [0039]-[0040]).

if the information server allows the portable information display terminal to access information services in the vehicle, sending to the portable information display terminal, from the information server, first information that is responsive to an information request from the portable information display terminal: (in Ritter's system, the vehicle passengers who authorized for using the vehicle can access information/ services stored in vehicle information server

Art Unit: 2452

including booking information/tourist information/advertisement information/ music/ entertainment programs through his/her portable display terminal: [0039]-[0041]).

If the information server receives no electronic ticket information from the portable display terminal, sending a different, second information to the portable display terminal: (if the passenger is determined is not allowed to use the vehicle after her/his identification parameter transmitted to the data processing unit/ or when the passenger moves towards a seat that is not allowed to him, then the passenger will receive acoustic/optical warning signals such as, 'reserved'/ or 'reserved and occupied' which is could appeared on his personal terminal: Ritter, [0033]-[0034], [0037]) (where, "acoustic/optical warning signals" reads on 'second information' as claimed).

However, Ritter does not explicitly disclose confirming operation involving the received electronic ticket information.

In analogous art, Schr discloses that confirmation message/ or alert message are sent to passengers: column 19, lines 38-67; column 18, lines 4-14; column 35, lines 29-33; column 36, lines 25-41).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Schr's ideas of sending confirmation message or alert message to passenger into Ritter system in order to increase conveniences for vehicle passengers (e.g. providing higher secure transportation system).

Regarding claim 35:

Ritter discloses the invention substantially as claimed, including an in-vehicle information communication method for providing in-vehicle information communication capability to a passenger of public transport vehicle, the method comprising:

receiving at an information server, from an information display terminal on the vehicle, electronic ticket information for the passenger that is read from a storage medium carried onto the vehicle by the passenger: (when passenger enters the vehicle with his portable terminal, his identification parameters stored in the identification module are collected by central data processing mean: [0029]; [0033]; [0035]).

determining at the information server, based on a confirming operation involving the received electronic ticket information, whether to allow the information display terminal to access information services provided by the information server in the vehicle: (in Ritter's system, the vehicle passengers who authorized for using the vehicle can access information/ services stored in vehicle information server including booking information/tourist information/advertisement information/ music/ entertainment programs through his/her portable display terminal: [0039]-[0041]).

if the information server allows the information display terminal to access the information services in the vehicle, sending to the information display terminal, from the information server, notification information notifying the passenger that the information display terminal is connected to the information server and can access the information services: (notification messages are sent to passengers after they are authorized to use the vehicle and found right seat (e.g. seat number). The booking information, music, entertainment information also are displayed through user's portable terminal: Ritter, [0039]-[0040]).

if the information server allows the information display terminal to access information services in the vehicle, sending to the information display terminal, from the information server, first information that is responsive to an information request from the portable information display terminal: (in Ritter's system, the vehicle passengers who authorized for using the vehicle can access information/ services stored in vehicle information server including booking information/tourist information/advertisement information/ music/ entertainment programs through his/her portable display terminal: [0039]-[0041]).

If the information server receives no electronic ticket information from the information display terminal, sending a different, second information to the portable display terminal: (if the passenger is determined is not allowed to use the vehicle after her/his identification parameter transmitted to the data processing unit/ or when the passenger moves towards a seat that is not allowed to him, then the passenger will receive acoustic/optical warning signals such as, 'reserved'/ or 'reserved and occupied' which is could appeared on his personal terminal: Ritter, [0033]-[0034], [0037]) (where, "acoustic/optical warning signals" reads on 'second information' as claimed).

However, Ritter does not explicitly disclose confirming operation involving the received electronic ticket information.

In analogous art, Schr discloses that confirmation message/ or alert message are sent to passengers: column 19, lines 38-67; column 18, lines 4-14; column 35, lines 29-33; column 36, lines 25-41).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Schr's ideas of sending confirmation message or alert message

to passenger into Ritter system in order to increase conveniences for vehicle passengers (e.g. providing higher secure transportation system).

Regarding claim 18:

Ritter discloses the invention substantially as claimed, including a vehicle-provided communication network system, comprising an information server, provided in a public transport vehicle, and an information communication terminal, provided in the vehicle, for use by a passenger to access an information service available inside the vehicle (in Ritter's communication system for public transport vehicle, passengers carry portable terminals (e.g. portable phone, laptop...etc.) storing passenger's identifications those are sent to central data processing mean for passengers authentications processes: [0019]; [0029]; [0031]), wherein:

the information communication terminal: (portable phone, laptop...etc: Ritter, figure 3, figure 2, item 4; [0031]; [0030]), comprises: (a) a reading section for reading a first using condition to use the system from a first information recording medium in which the first using condition is recorded, and (b) transmitting section for transmitting the first using condition, read by the reading section to the information server: (data processing mean which handles passenger authentication processes, such as receiving passengers identification information those outputted from passenger's portable display devices and sparing with stored predetermine passenger bookings: Ritter, figure 2, item 2; [0021]-[0022]; [0033]; [0037]).

the information server (data processing means(2): Ritter, figure 2, item 2), comprises:

(a) memory for storing a second using condition to use the system: (the data processing mean receives a list of authorizations resp of bookings or of blocked identification modules: Ritter, [0037]); (b) a first checking section for checking the first using condition transmitted

Art Unit: 2452

from the transmitting section of the information communication terminal with the second using condition stored in the memory section: (the data processing mean handles passenger authentication processes, such as, receiving passengers identification information outputted from passenger's portable display terminals, and sparing with received passenger bookings: Ritter, figure 2, item 2; [0021]-[0022]; [0033]; [0037]); (c) a communication controlling section with enable the information communication terminal to access information services provided by the information server: (booking information and/or tourist information and/or advertisement information and/or music and/or entertainment programs disclosed through his/her portable display terminal. It would have been obvious to one of ordinary skill in the art to know, communication controlling section should be included in data processing mean (2): Ritter, [0039]-[0041]).

the information server provides first information to the portable display device in response to an information request received from the portable display device if the information server receives electronic ticket information from the portable display device and confirms that the passenger has the right to use the vehicle: (in Ritter's system, the vehicle passengers who authorized for using the vehicle can access information/ services stored in vehicle information server including booking information/tourist information/advertisement information/ music/ entertainment programs through his/her portable display terminal: [0039]-[0041]).

the information server provides different, second information to the portable display device if the information server receives no electronic ticket information from the portable display device: (if the passenger is determined is not allowed to use the vehicle after her/his identification parameter transmitted to the data processing unit/ or when the passenger moves

Art Unit: 2452

towards a seat that is not allowed to him, then the passenger will receive acoustic/optical warning signals such as, 'reserved' or 'reserved and occupied' which could appear on his personal terminal: Ritter, [0033]-[0034], [0037]) (where, "acoustic/optical warning signals" reads on 'second information' as claimed).

However, Ritter does not explicitly disclose judging that the both the first and second using condition are identical.

In analogous art, Schr teaches that passenger's identity stored in passenger card must be identical with passenger's identity stored at the entrance biometrics modules: (column 13, lines 7-40).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to combine Schr's ideas of sending confirmation message or alert message to passenger into Ritter system in order to increase conveniences for vehicle passengers (e.g. providing higher secure transportation system).

Regarding claim 25:

Ritter- Schr does disclose method as discuss in claim 18, which further includes deleting information from the information server that has processed: (As one of ordinary skill in the art would know, memory is always fragmented for saving resources).

Regarding claim 29:

This claim is rejected under rationale of claim 25.

Regarding claim 30:

Ritter- Schr does disclose method as discuss in claim 18, which further includes setting means for setting an information communication environment, wherein the environment setting

Art Unit: 2452

means sets a same information communication environment with respect to plural passengers of the vehicle, or sets the same information communication environment in accordance with the information recorded in the first information recording medium: Ritter discloses communications between data processing central includes a record for reading of list of authorizations (e.g. passenger bookings, blocked identification modules) those used as vehicle conditions in order to determining access authentications for passengers: Ritter, [0035]-[0038]).

Regarding claim 21:

In addition to rejection in claim 18, Ritter- Schr further discloses external communication section for performing communications with an information communication apparatus outside the vehicle: (Ritter: figure 3).

Regarding claim 26:

Ritter- Schr does disclose method as discuss in claim 25, which further includes the information server includes an external communication section for performing information communication with an information communication apparatus outside the vehicle, and the external communication section forwards the information, that has been processed by the information display terminal, to the information communication apparatus outside the vehicle, before the deleting means deletes the information: (“radio receiver” reads on ‘external communication section’ as claimed: Ritter, figure 1, item 21).

Regarding claim 14:

Ritter- Schr discloses method as discuss in claim 12, which further includes a vehicle for carrying passengers: (Schr: column 11, lines 15-21, 65-67).

Regarding claim 20:

Ritter- Schr discloses method as discuss in claim 18, which further includes an external communication section for performing information communication with an information communication apparatus outside the vehicle: (“radio receiver” reads on ‘external communication section’ as claimed: Ritter, figure 1, item 21).

a storing section for storing information received via the external communication section from the information communication apparatus, before or after the information display terminal begins to access the information services provided by the information server, the information display terminal using the information stored in the storing section after the information display terminal begins to access the information services provided by the information server: (television programs will be received and broadcasted to passengers: Ritter, figure 1, item 21; [0022]-[0026]).

Regarding claim 22:

In addition to rejection in claim 20, Schr- Ritter further discloses external communication section for performing communications with an information communication apparatus outside the vehicle: (Ritter: figure 3).

Claim 6 is rejected under 35 U.S.C 103(a) as being un-patentable over Schr- Ritter in view of Tanaka et al. (U.S. 5,774,069).

Regarding claim 6:

Schr- Ritter discloses the invention substantially as disclosed in claim 5, but does not includes specify process for transmitting information, which indicates that the time and/or

Art Unit: 2452

geographical range in which the information server can be used is over to the one or more portable display device.

In analogous art, Tanaka discloses sending warning message to warning display to urgent the vehicle passenger, see (abstract).

Thus, it would have been obvious to a person of ordinary skill in the art at the time the invention was made to Tanaka's ideas of sending message to indicate particular cover range to user into Schr- Ritter's system in order to save development time and resources by implying Tanaka's ideas into Schr- Ritter's system.

Conclusions

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Lan-Dai Thi Truong whose telephone number is 571-272-7959. The examiner can normally be reached on Monday- Friday from 8:30am to 5:00 pm.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Thu Nguyen whose can be reached on 571-272-6967. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300. Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from

Art Unit: 2452

a USPTO Customer Service Representative or access to the automated information system, call
800-786-9199 (IN USA OR CANADA) or 571-272-1000.

Ldt.
12/01/2009.

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